

Hobart Airspace Design Review

Industry Consultation Feedback Summary

31 October 2018 – 7 January 2019



Prepared February 2019

While the information contained in this document has been presented with all due care, Airservices does not represent that the information is free from errors or omission.

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1. Background

Airservices Australia introduced changes to arrival and departure flight paths at Hobart Airport in September 2017. The changes were designed to organise aircraft departing from or arriving into Hobart Airport onto standard routes called Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs).

The implementation of new flight paths were associated with satellite-based navigation systems aimed at improving the safety of aircraft landing and departing. The use of satellite navigation systems is occurring across Australia as required by the Civil Aviation Safety Authority (CASA).

Following implementation, concerns were raised by some community members and a modification to the STAR route for Runway 30 was introduced in March 2018. Airservices committed to undertaking a Hobart Airspace Design Review from a 'greenfield approach', with safety of air navigation as our primary consideration.

While the current flight path design is safe, Airservices has identified opportunities to improve safety while minimising the effect of aircraft noise on the community, where possible.

The proposed flight path designs are described in the [Proposed Flight Path Designs Fact Sheet](#).

An overview of the process that Airservices has used to design and develop the proposed designs is explained in the [Design Development Process Fact Sheet](#). Both fact sheets are available on the Airservices website [Airservices - Hobart Airport Standard Arrivals and Departures](#).

Airservices conducted consultation on the proposed Hobart Airspace Designs between 31 October 2018 and 21 December 2018, with written submissions received until 7 January 2019. This included consultation with community, and industry stakeholders (including airlines, airports and general aviation operators).

Industry stakeholders were also provided an overview of the designs that did not progress to consultation for reasons of safety, operational and/or environmental issues.

This document is a summary of the consultation activities and feedback received from industry stakeholders.

2. Consultation

Industry stakeholder consultation meetings were held at Airservices premises in Melbourne and at on-site locations in Tasmania, were facilitated by personnel from Airservices Air Navigation Services (ANS) group, and occurred on:

- 9 November 2018 – Airlines, Airservices Air Traffic Services Centre, Melbourne
- 20 November 2018 – Tasmanian RAPAC, Hobart
- 20 November 2018 – Hobart Airport CACG, Hobart.

Additional meetings with local aircraft operators were originally scheduled for the 19 November 2018 in Hobart, but these meetings were able to be incorporated into the RAPAC meeting, and thus were cancelled.

Following the meetings, some industry stakeholders provided written feedback to Airservices.

One written submission was forwarded to Tania Parkes Consulting (who were collating the community feedback during the consultation period). This submission was forwarded to Airservices for inclusion in this report.

3. Summary of Themes

Approaches

Industry stakeholders advised that they were 'reasonably pleased with' the:

- Proposal of the eastern tracks with the required airspace change, shortened RNAV approach, and new RNP-AR/Visual arrival option. They cited that it offers efficient descent and arrivals particularly for Runway 30, something that they felt had been inefficient since the previous change in 2017.
- Implementation of re-designed Required Navigation Performance (RNP) departures and arrivals allowing highly predictable paths for flight crew and air traffic controllers alike. This will lead to a significant reduction in manual vectoring of aircraft by air traffic controllers which will increase safety.
- Introduction of Visual Terminations from STARs, along with visual arrival options. This is a positive step which can help spread the noise footprint too.
- The Hobart Airspace Review generated discussion amongst RAPAC members, particularly by general aviation operators, who operate under the Instrument Flight Rules (IFR), and who raised concerns over the associated track miles required to fly the Hobart Standard Arrival (STAR).

Departures

Industry stakeholders advised that they thought the following elements 'were a reasonable proposal':

- SID designs offering unrestricted climbs and separation from non-jet traffic and inbound arrivals.
- Implementation of new departure routes allows non-jet aircraft to immediately manoeuvre after take-off, allowing the faster jet aircraft to take-off without delay. They stated that while this is a neutral safety gain, as this de-confliction is already assured by air traffic control, it will be a considerable efficiency gain for departing aircraft.

Eastern Over Water Flight Path

Industry stakeholders advised that they thought the following elements 'were a reasonable proposal':

- The establishment of new arrival routes to the east of Maria Island allows for arriving aircraft from Sydney and Brisbane to be sequenced separately to those from Melbourne. This will result in increased safety in conjunction with an increase in airport capacity.
- The introduction of SIDs and STARs to link the routes to/from the north east (e.g. Sydney, Brisbane and Gold Coast) are also positive improvements for noise issues, environmental matters (likely reduced fuel burns) and time savings.
- The careful considerations to avoid sensitive sites and to remain over water as much as possible are a positive improvement.

Implementation Date

Industry stakeholders raised some concerns regarding the implementation date:

- An implementation date of November 2019, dependent on the airspace change to the North east.
- They had understood that the previous goal was to implement changes, including RNP-AR, in March 2019 and this was not going to happen in that timeframe.
- Particular concerns with regards to the ability of Airservices to deliver the RNP-AR as well as the SID/STAR changes in such a short time frame. One operator offered to assist with RNP-AR designs (via third party) to help reduce Airservices workload, and noted that Airservices had confirmed that this work was already underway.
- One industry stakeholder was disappointed that the briefing on 9 November 2018 indicated November 2019 is now the target date for implementation.
- One industry stakeholder pointed out that previously changes introduced to Hobart procedures (without consultation) in 2017 significantly reduced efficiency, at great cost to operators. This removed all flexibility for visual arrivals or the proposed RNP-AR implementation. The stakeholder requested that an acceptable design solution be prioritised. A phased implementation was asked to be seriously considered, that would see phased implementation in March 2019, and then further changes with airspace revision in November 2019.

Other considerations - Western Route

Industry stakeholders stated that they 'rejected the western route' design concept, stating the following reasons:

- It would force aviation traffic toward terrain rich environments (increasing CFIT risk).
- When northerly runway operations (i.e. for Runway 30) are required, arrival routes in the Western design will require flight crew to operate at low levels in proximity to high terrain, with associated significant turbulence and occasional aircraft icing. An aircraft controllability concern with severe turbulence is a high possibility.
- Operations that track down the path of the River Derwent do not provide adequate manoeuvring margins to establish a safe and stabilised final approach in large jet aircraft. This would lead to a potential increase in missed approaches and go-arounds.
- Typically worse weather build up associated with terrain (due to orographic uplift).
- When southerly runway operations (i.e. Runway 12) are required, departure routes to the west must be designed in consideration of terrain features to the west of Hobart Airport, leading to a loss of efficiency.
- Low efficiency due to extended track miles for Runway 30 and in particular no option for RNP-AR or visual arrivals.
- Potential mix of Jet RPT traffic and general aviation (GA) traffic due to GA training areas.
- Further community issues with now flying over areas previously not overflowed by jet traffic.
- This option will rely quite significantly on a major airspace change in the south west quadrant to be approved with potential to even further delay any implementation far beyond November 2019.

4. General Summary

- All industry stakeholders indicated that they appreciated the opportunity to provide feedback on the proposed flight path designs.
- Industry stakeholders commended the amount of industry engagement that was undertaken.
- Industry stakeholders recognised that while community impacts were considered in this review, Airservices Australia remained committed to providing the safest outcome for aircraft operators and the travelling public.
- Industry stakeholders reported that they have been forced to absorb the inefficiencies due to the 2017 procedure changes, and would appreciate every effort being made to implement proposed efficiency changes as soon as possible (even if in a staged process).
- A flight training organisation raised no objections to the Hobart Airspace Review proposed designs.
- As long as altitude constraints don't pose a problem, the operators currently don't envisage any real issues with the proposed flight paths.
- An airline pilot association continues to offer their technical support to Airservices for flight path design.
- Industry stakeholders consistently reported their need to avoid the western route design for both safety and operational reasons.

5. Glossary of Terms

ANS	Air Navigation Services
CACG	Community Aviation Consultation Group
CASA	Civil Aviation Safety Authority
CFIT	Controlled Flight Into Terrain
GA	General Aviation
IFR	Instrument Flight Rules
RAPAC	Regional Airspace Procedures Advisory Committee
RNAV	Area Navigation
RNP	Required Navigation Performance
RNP-AR	Required Navigation Performance – Authorisation Required
RPT	Regulator Public Transport
SID	Standard Instrument Departure
STAR	Standard Instrument Arrival